



# Prop Wash!



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News and Information from  
ADOT-MPD-Aeronautics Group

## Use Current GRR Forms, Every Month!

Airports should complete a GRR on the most current version of the form **monthly for each active grant**. Expect a new form to be available soon for reporting project status monthly **even if you're not seeking reimbursement**. But of course if you have to do a report anyway, you may as well get paid for it...

GRR activity is ADOT's only official metric for determining if a grant is active. Grants without regular GRR activity may be closed — it happened to one Arizona airport earlier this year. Don't be like those guys, ask ADOT for money often!

## Aviation Fund & Grant Reimbursements

### CURRENT FUND BALANCE:

\$ 27.5 M (7/1/13)  
\$ 26.6 M (10/1/13)

### ACTIVE & PENDING GRANTS:

187 GRANTS (7/1/13)  
234 GRANTS (10/1/13)

### OBLIGATIONS TOTAL:

\$ 31.7 M (7/1/13)  
\$ 41.5 M (10/1/13)

### GRRs PAID TO AIRPORTS:

111 PAYMENTS  
\$ 6.0 M TO AIRPORTS  
(7/1/13)  
132 PAYMENTS  
\$ 2.5 M TO AIRPORTS  
(10/1/13)

**ADOT**

## APMs Finished, ACIPs Coming Soon!

The very last APMs of the year are expected to be complete this week. In general, airports were well prepared and had well considered project proposals for the coming year. ADOT looks forward to a robust submittal cycle. To get started...

Locate your ACIP letter with directions, attachments, and login ID. Have all your past year's ACIP project requests and Annual Planning Meeting notes with you.

Make sure you have updated facility data ready including based aircraft, registered aircraft, operations, etc.

Make sure you know how to access the APMS data for your airport either in the book you received or online to enter the current Pavement Condition Index for your runway.

Make sure for each project year you have a PDF to upload showing the projects for that year. The PDF must have the ALP as

the base map.

Use the acronyms and abbreviations exactly as shown in the ACIP letter attachment.

Make sure your projects make sense regarding project timing and sequence and are eligible. Do not stray too far from the Annual Planning Meeting coordinated list of agreed upon projects.

Refer to the users guide on the ADOT website for additional directions and help:

[http://mpd.azdot.gov/mpd/PDF/ACIP\\_Users\\_Guide\\_2012\\_V1.pdf](http://mpd.azdot.gov/mpd/PDF/ACIP_Users_Guide_2012_V1.pdf)

ACIP Web Submittal  
Instructions



## ACIP Submittal Deadline is Nov 1! Based Aircraft Reports Were Due Oct 15! And Speaking of Based Aircraft...

The past few weeks has seen an extraordinary number of aircraft added to the state's based aircraft registry — aircraft that have been here in Arizona all along. ADOT has traditionally not received based aircraft reports from tribal airports, since no grant assurance was in place to require them. The first tribal reports have begun coming in just this quarter. Also, recent changes to the lease agreement at Pinal Airpark allowed the County to take inventory for the first time in many years, resulting in a report detailing some 150 aircraft, mostly transport category and mostly never before reported! There's no easier and more fair way to improve the grant pool than to ensure universal registration, and few better ways to demonstrate your airport's importance to your community. We won't hit the jackpot very often like we have lately, but many airports can find someone who's been missed. The grant you save may be your own...



## We Should Talk More...

Mike Williams and I appreciated the opportunity to lead a dialogue at the recent AZAA conference on the issue of project progress. We both felt that the session was productive and we thank all of you who participated.

A persistent grant administration problem, from ADOT's perspective, has been the lack of communication about project progress. Airports with regular reimbursement activity clearly are making progress and, through the particulars of their GRR, tell us much about it. However, even airports that lag on their reimbursement activity remain obligated to make progress on their projects and to keep us informed. From Page 11 of our standard grant agreement:

The Sponsor shall submit monthly status reports during planning, shall submit monthly status reports during design, and shall submit weekly reports during construction. All reports shall reflect, at a minimum, the progress accomplished in relation to the Grant and Project schedules and milestones, the reasons for any changes, and the recommended corrections of problems encountered.

Not all progress requires expenditure, and not all expenditures create meaningful progress. For these reasons, ADOT will sharpen its focus on two items: 1) We'll expect airports to become more vigilant about monthly status reports, even if no reimbursable expenses were amassed. 2) We'll expect to see more thought put into the "Percent Complete" data field on GRRs. We're not asking "Percent Expended". We need to know what got done, not just what you spent.

Please do your best to keep your projects moving forward and the lines of communication open. We'll all win! ~ Michael Klein, A.A.E.

### The following State Transportation Board (STB) Meetings have been scheduled:

- ⇒ **November 8**  
**Nogales**
- ⇒ **December 13**  
**Globe**
- ⇒ **January 17, 2014**  
**Prescott**

**The STB Meeting schedule for the balance of 2014 should be established at the January meeting.**

### Don't Try to Contain the Propwash...

Please forward this issue to your staff with a message explaining that we're happy to add them to the distribution list. They can email [SDriver@azdot.gov](mailto:SDriver@azdot.gov).

Is there some aspect of ADOT Aeronautics' programs, procedures, or policies that you'd like to know more about? Email the editor and let him know (same address).

**ADOT**

## Pinal Airpark is Back in Compliance!

Early this year, ADOT negotiated with Pinal County's Jim Petty to issue a grant for a Master Plan Update for Pinal Airpark. Because the Airpark had been officially declared in violation of various assurances and ineligible for grants since at least 1992, an unusual term was added to ADOT's grant agreement boilerplate: If the Airpark wasn't judged to be back in compliance by the time the Inventory chapter was complete, no further State funds would be expended.

But the axe never fell. On the day of the first PAC meeting, ADOT was notified by FAA that the Airpark is back in compliance, ending a 20-plus year impasse.

Jim is already designing a stop-gap rehabilitation project for the runway and expects to have ADOT APPF funds for his parallel taxiway next year. The rest of the airport's future hinges on the findings of the Update. FAA AIP funds should be available to the airport again next year — about the time the Update is complete.

"Four is a charm in this case," says Jim "because that's how many attempts at resolving this problem occurred in the past ten years before it was successful. It couldn't have been done without all involved parties: ADOT, the FAA, MAS, and the County leadership. We are really excited about the potential of the airport and want to get working on it right away."

Please offer Jim your congratulations next time you see him.

## APMS/APPP Update

AP Tech has sent the raw Pavement Condition Index (PCI) data for the visual pavement inspections to ADOT. We are sharing this data with the FAA for use in review of the ACIP. Non-destructive testing (NDT), a first for the program, has begun for select airports and will be completed by December. Each airport will receive notification of the scheduled visit. Please cooperate with the testing personnel and assist with airport access. This data will allow AP Tech to back-calculate certain pavement structure strengths for further assistance in pavement evaluation and design. This data will also be useful in determining recommended allowable loads for larger planes that request to use the subject airports.

We expect to perform further data analysis, project prioritization, and report writing through the winter and have new program books for each airport and an updated website in the spring, complete with an updated version of the point-and-click map we're all accustomed to.

For a number of reasons, APPP progress has lagged recently. However, all 2012 projects are now complete save for final sponsor payments/refunds. Approximately 25% of 2013 projects are complete, 50% are in process, and the final 25% should be complete by the end of ADOT's current fiscal year. The 2014 projects are all anticipated to be accomplished during the 2014 calendar year. We hope to be back on track by FY 2015.

The 2015 program has been tentatively established using the old PCI data. We expect to offer a total of over \$8 million of preservation work to nine airports. Those airports will receive opt-in letters soon. ADOT encourages them to verify their desire to participate within two weeks to allow project planning and design to proceed. Joint Project Agreements will be distributed this winter, which ADOT also hopes will be expeditiously approved and returned with 10% payments. Delayed agreement acceptance and payments greatly limit construction schedule flexibility and affect all program participants. Consequently, ADOT strongly encourages all airports to act quickly if they've received an APPP offer.

The projects included in APPP are carefully chosen on the basis of objective criteria to ensure that the Program achieves the greatest possible return on investment. In general, runways, taxiways, and aprons with PCIs in the 56-80 range are potentially eligible. The cost-effective longevity of existing pavement is the Program's primary goal. Consequently, pavement sections in that PCI range cannot qualify for other ADOT rehabilitation funding, whether those sections are selected for APPP or not. Airports needing to rehabilitate such pavements must seek other funding. Pavement also cannot be strengthened or otherwise modified as part of APPP. Finally, airports desiring preservation treatments other than what's in the APPP offer must seek other funding.

What the Program lacks in flexibility, is made up for in cost-effectiveness. ADOT & FAA pay 100% of the cost of the triennial APMS Update. ADOT also pays 100% of costs for consultant selection, design, and construction oversight of projects selected for APPP. Participating airports pay 10% of the cost of construction only. By ADOT's informal estimate, the bundled construction saves 20% and bundled professional services saves about 50% relative to individually sourced projects. Furthermore, thanks to the rigorous project selection criteria, the Program has been formally demonstrated to save \$5 million in pavement replacement costs for every \$1 million invested! ADOT prefers to focus on the enormous benefits of this carefully tailored program rather than lament its inflexibility, and hopes Arizona's airports share our point of view. We greatly appreciate your support.

As always, pavement management remains the responsibility of airport sponsors. ADOT's programs are only intended to help sponsors accomplish this, not to relieve sponsors of their obligation.



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## What Counts as a Based Aircraft?

During conversations with airport sponsors throughout the year, it's become apparent that ADOT's definition of "based aircraft", for quarterly reporting purposes, requires clarification: If it has a tail number, and may be or may have been in AZ for 90 days in the one-year period before or after your report date, tell ADOT about it. The apparent airworthiness of the aircraft is irrelevant for reporting purposes, though junkers may receive lower bills from MVD. Some aircraft owners will argue creatively that their planes somehow aren't based in AZ. When in doubt, ADOT encourages you to add the aircraft to your report and let the MVD staff decide the matter. For quarterly reporting purposes, through-the-fence users are "based aircraft", so please include all available data, grouping those aircraft separately in your report. When reporting based aircraft to the FAA, please understand that their criteria don't match ADOT's, so use theirs instead.

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Federal Aviation  
 Administration

## Wiley Nancy Makes Her Escape!

Nancy Wiley, an Airport Grants Manager with the ADOT MPD-Aeronautics Group for over five years, has recently joined Armstrong Consultants as their Client Services Manager for the State of Arizona. She will be responsible for supporting the firm's existing clients and expanding Armstrong's client base Arizona and across the Southwest.

Prior to her work with ADOT Aeronautics, Nancy was Noise Abatement Coordinator for the Phoenix Department of Aviation and a flight instructor in Northern California.

Please give Nancy your best wishes in her new position.



*Nancy Wiley, CFRI, MBA*  
*Client Services Manager*

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